This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282. **SOUNDINGS IN FEET** Formerly LS 314. 1st Ed., Nov. 1918 KAPP 1157 4833 78°51' **78**°56' 78°55' CONTINUED ON CHART 14832 48 CREEK _ PARK THE NATION'S CHARTMAKER SINCE 1807 UNITED STATES GREAT LAKES LAKE ERIE NEW YORK ISLAND **BUFFALO HARBOR** Polyconic Projection Scale 1:15,000 North American Datum of 1983 (World Geodetic System 1984) SOUNDINGS IN FEET Additional information can be obtained at nauticalcharts.noaa.gov. NOTES PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . NOAA WEATHER RADIO BROADCASTS Referred to mean water level at Rimouski, Quebec International Great Lakes Datum (1985). Temporary changes or defects in aids to navigation are not indicated on this chart. See The NOAA Weather Radio station listed SUBMARINE PIPELINES AND CABLES below provides continuous weather broadcasts. SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon Local Notice to Mariners.

During some winter months or when endan-The reception range is typically 20 to 40 nautical miles from the antenna site, but can be Charted submarine pipelines and submarine are in statute miles between points of departure. cables and submarine pipeline and cable areas AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information gered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List. as much as 100 nautical miles for stations at concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for high elevations. information not included in the U.S. Coast Guard Light List. Buffalo, NY KEB-98 162.550 MHz (Chan. WX-1) -SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see WARNING CAUTION BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above The prudent mariner will not rely solely on Additional uncharted submarine pipelines and submarine cables may exist within the area of Improved channels shown by broken lines are any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details. Low Water Datum, bridge and overhead clearances are reduced correspondingly. For subject to shoaling, particularly at the edges. his chart. Not all submarine pipelines and subclearances see U.S. Coast Pilot 6. marine cables are required to be buried, and those that were originally buried may have AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corp of Engineers, Geological Survey, U.S. NOTE C CAUTION CAUTION Coast Guard, and Canadian authorities. POTABLE WATER INTAKE (PWI) Cables for an Ice Boom are permanently attached to anchors on the lake bottom. They are submerged and not buried. Floating steel water comparable to their draft in areas where Vessels operating in fresh water lakes or rivers shall not discharge pipelines and cables may exist, and when sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental SUPPLEMENTAL INFORMATION anchoring, dragging, or trawling. Consult U.S. Coast Pilot 6 for important supplemental information. COPYRIGHT No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart. Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association. Pump-out facilities NOTE A Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers. BUFFALO HARBOR CHANNEL DEPTHS Due to periodic high water conditions in the TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2015 at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD) RADAR REFLECTORS Limitations on the use of radio signals as Radar reflectors have been placed on many BUFFALO HARBOR: aids to marine navigation can be found in the floating aids to navigation. Individual radar U.S. Coast Guard Light Lists and National SOUTH ENTRANCE reflector identification on these aids has been 1200-400 1950 29 Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial INNER HARBOR SOUTH SECTION omitted from this chart. INNER HARBOR MOORING AREA 0-900 4200 23 broadcasting stations are subject to error and should be used with caution. RACING BUOYS 800 3000 25 1370-1200 4800 23 NORTH ENTRANCE Racing buoys within the limits of this chart Station positions are shown thus: INNER HARBOR NORTH SECTION are not shown hereon. Information may be obtained from the U.S. Coast Guard District BUFFALO RIVER: ⊙(Accurate location) o(Approximate location) ENTRANCE CHANNEL Offices as racing and other private buoys are BUFFALO SHIP CANAL FROM ENTRANCE TO HAMBURG ST 150-350 8700 23 not all listed in the U.S. Coast Guard Light List. FROM HAMBURG ST TO SOUTH PARK 150-700 14000 23 STREET BRIDGE HORIZONTAL DATUM FROM SOUTH PARK BRIDGE TO END The horizontal reference datum of this chart Report all spills of oil and hazardous sub-OF PROJECT 150-200 3000 23 is North American Datum of 1983 (NAD 83), which BLACK ROCK CANAL: for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). ENTRANCE CHANNEL
ENTRANCE TO BLACK ROCK LOCKS 1000-450 4860 21 500-200 18530 21 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication Geographic positions referred to the North is impossible (33 CFR 153). average of 0.207" northward and 0.868" eastward to agree with this chart. CAUTION BASCULE BRIDGE CLEARANCES For bascule bridges, whose spans do not 🖊 LAKE ERIE open to a full upright or vertical position, unlimited vertical clearance is not available for the entire N ENTRANCE L FI G 2.5s 20ft 7 St M "7 Average levels (2002-2011) ⁿ⁾ 22 N END LT FI 2.5s 35ft 5 St M Extreme Levels (period of record) Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths, if the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths. 28 FI G 2.5s 34ft 6 St M "5" SOUTH APPROACH The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots. DUMPING GROUND SCALE 1:15,000 27th Ed., Dec. / 12 SOUNDINGS IN FEET Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE This chart has been corrected from the Notice to Mariners (NM) published 14833 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION SOUNDINGS IN FEET-SCALE 1:15,000 Mariners (LNM) issued periodically by each U.S. Coast Guard district to the NATIONAL OCEAN SERVICE COAST SURVEY Mariners published after the dates shown in the lower left hand corner are available at